THE MINISTER OF SHIPPING (SHRI G. K. VASAN): (a) Yes, Sir.

(b) The other recommendations are Berthing policy, Equipment policy, Stevedoring policy, IT policy, Standardisation .policy, Investment policy. The recommendations have been examined and those found fit are being implemented.

(c) and (d) One of the recommendation of the Committee is that "A policy may be formulated not to allow a competitor private port to bid for terminals within a major port if such private port exists within a radius of 100 kms." As per the Report,'In the wake of liberalization and privatization many ports in the private sector have sprung up. These private ports, though commenced with small volume of cargo, have been emerging as big entities and posing direct threat to the major ports in close proximity. Further, these private ports are also competing for terminals within a major port under Public-Private Partnership (PPP) policy. This situation may ultimately lead to capturing of high value cargo by these private ports by operating within a major port and outside. This ultimately may entail monopolistic tendencies and act in a manner detrimental to the major port and general trade.'

Cost of commissioning hired Harbour Tugs by Mumbai Port Trust

589. SHRI SYED AZEEZ PASHA:

SHRI D. RAJA:

Will the Minister of SHIPPING be pleased to state:

(a) whether the Mumbai Port Trust Flotilla Workers Association has made out a detailed petition to the Board of Trustees of the Mumbai Port, wherein it has been pointed out that the cost of port operations by commissioning hired harbour tugs on contract basis would be more than that of commissioning the Port's own tugs and ongoing regular employees of the port;

(b) if so, whether the management of the port rejected the prayers of the Association; and

(c) if so, on which grounds?

THE MINISTER OF SHIPPING (SHRI G. K. VASAN): (a) Yes, Sir. Mumbai Port Trust Flotilla Workers' Association has made out a petition to the trustees wherein they have claimed that the cost of operation of hired harbour tugs would be more than the cost of operation by purchase of the tug by the Port and operating them with regular employees. However, it is seen that the working given by the unions is not correct. This has been explained to them during the meetings held on this proposal and the correct working of comparative cost made by the Port's Financial Advisor & Chief Accounts Officer provided to them. The comparative cost clearly indicates hire of tugs is cheaper man the Port investing in new tugs and recruiting personnel to man and operate them. Further, the availability of hired tugs is higher and assured for 353 days in a year as compared to the Port's owned tugs and hence preferred to enable the port to provide competitive and quality services to the shipping.

(b) and (c) The views of the Association and that of the Management alongwith the comparative costs and availability have been placed before the board for consideration.

Public sector shipyard

590. SHRI TIRUCHI SIVA: Will the Minister of SHIPPING be pleased to state:

(a) the number of ship-yard in the country;

(b) out of these, how many are in the public sector; and

(c) what is the share of public sector ship-yards in the overall ship-building business in the country?

THE MINISTER OF SHIPPING (SHRI G. K. VASAN): (a) and (b) There are about 27 shipyards in the country of which, 8 shipyards are in the Public Sector. There are three shipyards under the administrative control of the Ministry of Shipping *viz*, Cochin Shipyard Ltd., Kochi, Hindustan Shipyard Ltd., Visakhapatnam and Hooghly Dock & Port Engineers Ltd., Kolkata and three shipyards under the administrative control of Ministry of Defence *viz.* Mazagaon Dock Ltd., Mumbai. Garden Reach Ship Builders and Engineers Ltd., Kolkata and Goa Shipyard Ltd., Goa. Two shipyards *viz.* Alcock Ashdown & (Co Gujarat Ltd.) & Shalimar Works Ltd. (1980) are under the administrative control of State Government of Gujarat and State Government of West Bengal respectively.

(c) Shipbuilding industry is not a licensed industry. There is no audited and authenticated data available to calculate the share of Public Sector Shipyards in the overall ship building business in the country. However, from published data on turn over etc. it can be stated that the Central Public Sector shipyards under the Ministry of Shipping have a market share of about 35% in the commercial ship building market excluding defence ship building.

Hiring of Harbour tugs by Mumbai Port Trust

591. SHRI SYED AZEEZ PASHA:

SHRI D. RAJA:

Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that the Mumbai Port Trust administration has decided to commission four hired harbour tugs on contract basis for the Port operations like towing operations for shipping movements of the ships called at Mumbai Port and for its future requirements;

(b) whether this said decision of the Port management has been opposed by the labour unions at Mumbai Port on the grounds that contracted labour of outside private agencies should not be engaged for discharging the regular and perennial nature of job like shipping movements in the port area which would be contrary to the provisions of labour law; and